

# BRAVO ZULU

**AD3 Laura Martinez**

## **VP-47**

Petty Officer Martinez noticed fluid leaking from the No. 2 propeller. A closer look revealed a leaking gear-lip seal on the propeller control assembly. Fluid had run down the engine cowling and had pooled in the engine nacelle. This path made the leak very difficult to detect.

Had Petty Officer Martinez not discovered this leak, the propeller could have had a catastrophic failure, damaging the aircraft or injuring the crew.

**Sgt. Michael Laurence**

## **MASD, NAF Washington**

While doing a preflight inspection on a UC-12B, Sgt. Laurence noticed the duplex chain for the nose-landing gear looked odd. He believed it had come off the dual-sprocket tensioning pulley on the linkage circuit. After notifying maintenance control, contract maintenance personnel found the chain indeed had come off the track, and the tension had been incorrectly adjusted.

Without Sergeant Laurence's meticulous attention to detail, this problem would have gone undetected, and the landing-gear drive system would have failed, causing a gear-up emergency landing.

**AE3 Marcelo Deanda**

## **VP-1**

Petty Officer Deanda noticed an axle-bearing cap was missing on the port wheel of a sister squadron's aircraft. Having just landed after a successful mission, the crew had planned to refuel the aircraft and to reposition it to another in-theater, forward location.

Petty Officer Deanda notified airframes, and a CDI inspected the wheel and found burned grease, damaged wheel bearings, and a broken wheel-locking ring. The maintainers removed the tire-and-wheel assembly, revealing a cracked rim and extremely worn wheel bearings. His actions clearly prevented a mishap.





**AM1 (AW/SW) Joseph Borsodi**

## **VFA-87**

While participating in a FOD walkdown, Petty Officer Borsodi noticed a nut and cotter pin were missing from the shroud-roller bearing assembly on the starboard aileron of War Party 402. A closer look revealed the bearing's stud had sheared off. Petty Officer Borsodi immediately notified maintenance control about the problem.

**AM3 Sean Hughes**

## **HSL-42**

While doing an unscheduled maintenance task on a control-cable assembly for Proud Warrior 431's tail rotor, Petty Officer Hughes found another damaged cable. The second one was not visible without disconnecting the tail-rotor cable assemblies and still required his keen eye to see the problem and to prevent a mishap.

**AE1 Michael Secules**

## **VFA-34**

While troubleshooting a flight-control problem on a Hornet, Petty Officer Secules found a chafed cable for the flight control computer. After researching the problem, he found an airframe bulletin had not been done on this aircraft. He notified maintenance control and initiated a MAF to conduct a one-time inspection on all remaining aircraft. Five other aircraft had the same discrepancy.

Petty Officer Secules drafted a hazardous material report, and Airframe Bulletin 319 was reissued with a broader range of bureau numbers, including lot 19 and higher aircraft.

*This is a well-known problem with bulletins. Once a TD is issued, a specific range of bureau numbers is listed. It is expected that in-production aircraft will have a fix "built in" for the original problem, negating the need for further one-time inspections. Aircraft production doesn't always incorporate a fix, and program managers don't always catch this error, as it appears was the case here.*

*Petty Officer Secules has transferred to Naval Air Maintenance Training Unit, Oceana.—Ed.*

